

DETACHMENT "H"

20 January 1970

STANDARD OPERATING PROCEDURE

H-50-14 This SOP supercedes H-50-14 dated 2 April 1969.

EMERGENCY/ALTERNATE RECOVERY PROCEDURE

- I. PURPOSE: To establish procedures to be followed in the event that mission aircraft lands at other than home base.
- II. SCOPE: The provisions of this SOP are applicable to all pilots under the operational control of this detachment.
- III. RESPONSIBILITY: The Director of Operations is responsible for insuring that all pilots are familiar with the procedures outlined in this SOP.
- IV. GENERAL: Ground handling procedure for emergency/alternate landings will be identical for all missions. Useable airfields enroute will be briefed prior to all missions.
- V. PROCEDURES:

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- A. Before landing at an alternate [REDACTED] if possible advise Command Post via UHF and/or HF stating intentions. When in contact with recovery base, request that the aircraft be met by the Base Commander and a security guard. Before landing at an alternate outside [REDACTED] request that the aircraft be met by the U.S. Base Commander or the senior USAF representative and a security guard.
- B. If directed to divert by the Command Post the pilot will be furnished specific instructions via UHF or HF radio to include type of approach and weather at intended diversion base (See ANNEX 1). If diversion is directed by the Command Post the U-3A will be launched, if available, and precede the U-2 in landing at the diversion base. All aircraft ground handling will be completed by the recovery team aboard the U-3A and specific instructions will be given to the U-2 pilot via UHF from the U-3A after landing.
- C. If the U-3A, with the recovery team, has not arrived prior to U-2 landing, ground handling will be in accordance with the checklist provided in the flight packet (See ANNEX 2). A copy of this checklist is also located in the pilot's emergency checklist which will always remain in the aircraft.

Distribution:

[REDACTED]
Detachment Commander

Copies

- 1 Detachment Commander
- 2 Dir Support/Exe Officer
- 3-5 Dir Materiel
- 6-9 Dir Operations
- 10-13 Hqs
- 14-15 C/Security

2 ATTACHMENTS:

25X1A

1. ANNEX 1: Emergency/Alternate Recovery Procedure.
2. ANNEX 2: Ground Handling Procedure for Alternate Recovery.

S E C R E T

ANNEX # 1

EMERGENCY/ALTERNATE RECOVERY PROCEDURE

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1. The following actions will be taken by the [REDACTED] Controller on duty in the Command Post if a planned diversion is directed:

A. Alert U-3A recovery team.

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B. The [REDACTED] Controller will contact the pilot and direct him to divert to a specific base utilizing the divert code word.

C. Determine the type approach to be made at the designated base ie., GCI/GCA, TACAN/GCA, VFR etc.

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D. The [REDACTED] Controller will then notify [REDACTED] AOC via the X-5 line and provide them with the following info:

(1) Aircraft Call Sign.

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(2) Plans divert to (give base).

(3) Present position.

(4) ETA to divert base.

(5) Type of approach requested.

(6) Request AOC advise appropriate agencies, ie, GCI, Approach Control, GCA, Tower of call sign and intentions.

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2. The following actions will be taken by the [REDACTED] Controller on duty in the Command Post.

25X1C



S E C R E T

ANNEX #2

GROUND HANDLING PROCEDURE FOR ALTERNATE RECOVERY

1. This checklist is intended for pilot use at an alternate airport in the event the aircraft must be moved prior to the arrival of the recovery team from the home station.
 - A. Raise heavy wing and place skid on a dolly. If dolly is not available, several people can be used to hold wings level.
 - B. Install gear downlock pins. These pins are located in a canvas bag attached to the top of a fiberglass panel mounted in the upper section of the main gear well.
 - C. Disconnect tail gear scissors and rotate tail wheel 180 degrees. Gear can be rotated the first 90 degrees by pushing the acft aft section sideways. It will then rotate the additional 90 degrees when the aircraft is towed.
 - D. Tow aircraft by attaching a heavy rope to the tail gear strut just above the wheel. If an emergency requires a metal cable or chain to be used, exercise extreme caution not to damage or scratch strut. Strut must be heavily padded prior to attaching cable or chain.
 - E. Move aircraft to a secure area. Caution must be exercised while towing since aircraft will be towed on small tail wheel rather than the large wheels of the normal towing rig. Aircraft must be towed very slowly and rutted areas avoided to prevent excessive forces on tail gear.
 - F. Pilot should ride brakes carefully during aircraft movement. Only emergency brake accumulator pressure will be available during towing and this provides a limited number of brake applications, therefore brakes should be used sparingly.
 - G. After parking, wings may be propped in a level position by use of 55 gallon fuel drums under each wing (make sure top of drums are padded). After wings are leveled, chock main wheels.
 - H. Post a security guard at the aircraft.

S E C R E T